



## Mission Aviation Fellowship relocates to Nampa

By: Brian Shepson and Paul Bergen

The shortwave radio crackles to life as news of a medical emergency comes in over the airwaves. A little red and white Cessna 206 with a dove insignia on the tail launches to respond. After thirty minutes of flight over featureless virgin jungle, a "postage stamp" sized airstrip comes into view. The pilot expertly lands the craft and taxis to the group of people waiting at one end. The critical patient is carefully loaded aboard and the plane departs the tiny jungle village for life-saving medical attention in the capital city.



MAF 206 taking off from a jungle airstrip in Kalimantan, Indonesia.



MAF aircraft were among the first to respond to aid the Tsunami survivors in the Aceh Province of Sumatra, Indonesia.

This scenario can be repeated many times a day, 24 / 7 all around the world. Mission Aviation Fellowship (MAF) operates in 20+ countries with 56 aircraft. This allows MAF to respond

quickly when disaster strikes. MAF planes were among the first to deliver much needed food and supplies when the Tsunami struck Indonesia in 2004 and are still there today helping the people rebuild their homes and lives. Although the roads were destroyed and impassable by land vehicles, there were a few surviving stretches that could be cleared off enough to use as relief airstrips for the small planes.

While air ambulance and relief operations play a big role in its operations, as the name implies, the

***See Mission Aviation***

**Continued on page 3**

## INSIDE

*From the Aeronautics*

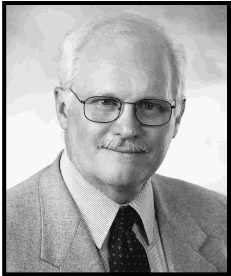
*Administrator ..... 2      Airport Maintenance..... 6      Chet Moulton ..... 10*

*Radio Chatter ..... 4      Medical Matters..... 8      Calendar of Events..... 12*

# From the Administrator:



## General Aviation in the Crosshairs!



### **The Good News: The GA Industry is on the Upswing**

The General Aviation Manufacturers Association

(GAMA) reports that shipments of GA airplanes manufactured in the U.S. increased 27.2% from 2004 to 2005 and they expect the same, or more, for 2006. As stated in GAMA's 2006 Market Outlook Briefing: "The outstanding 2005 shipment and billing figures demonstrate that general aviation is one of the brightest and most promising sectors of manufacturing today." So, from a manufacturing standpoint, it appears that the industry is in a very healthy state.

The demand is strong across the board: pistons (19.2%), turboprops (23.7%) and jets (29.5%). As many of us know, a big factor in this healthy market is the significant advances being made in aircraft and systems such as new materials, new manufacturing processes, advancements in power plants and, of course, a wide array of

new electronics. We are seeing manufacturers who are producing airplanes that are lighter, faster, more fuel efficient and equipped with mind numbing electronics suites. From a hardware standpoint, these are certainly exciting times for the industry.

Another factor fueling the demand comes from the challenges travelers face when using the airlines: security lines, terrorism threats, long waits between flights and airline service issues. Because of this, the airlines are seeing a decline in those customers who pay the premium fares, primarily business travelers. I doubt these people have stopped traveling and that leads me to believe that many of them are arriving at their destinations via General Aviation.

### **The Bad News: The Airlines Are Not GA Friendly**

Wow, what a wild ride it has been for so many of the U.S. air carriers—government bailouts, asking for a "tax holiday," bankruptcies, "fire sale" mergers, defaults on employee pension plans (taken over by the federal government and paid for with your tax money), job cuts and reduced wages. We already know they are now taking aim at general aviation. They want us to pay more of the cost of operating the National Airspace System—read that as user fees (remember that this is a system designed to meet the airlines demands and the major cost drivers are the hub airports). The airlines want oversight of the air traffic control system taken away from Congress and given to them. They have made it clear that they want general aviation airplanes to stay out of their "commercial airspace." (I didn't know there was such a thing as commercial airspace!)

I can only speak for myself, but I thought we shared the airspace (airlines, GA, military, balloons and so on) and accommodated one another. I can't tell you how many times as a pilot I have turned out of the pattern, kept my speed up, made a short approach, expedited clearing the runway or pulled to the side of the apron to accommodate an airliner. I can't recall one instance when an airliner returned the favor. But that's okay because I understand the meaning of sharing the airspace and am very willing to do so.

All of this makes one wonder what the heck is happening. One thing for sure is that all of the management misadventures don't go very far in instilling confidence in the way the legacy airlines are being run. Yet they want to tell Congress and the FAA how to manage this country's aviation system and to control its airspace. Hmmm...go figure. The outcome is yet to be seen and I can assure you the airlines have not lost their appetite for a very serious fight over the upcoming FAA reauthorization. I can also assure you that they happen to have a very powerful lobby in Washington and it's sure to be a bitter battle.

GA needs your help to stave off this assault on our right to use the airspace unencumbered and without further restriction. Any changes to the current system will affect all of us. We must be proactive on this issue. You must do your part by telling those who will be making this decision that the airlines' proposed changes are ill-advised, economically disastrous to General Aviation and patently unacceptable.

**Bob Martin**

ITD Aeronautics Administrator



**Transportation  
Security  
Administration**

**(866) GA SECURE  
(866) 427-3287**

**Airport Security Hotline**

Report all suspicious activity to the  
National Guard at 1-800-832-1985



# Mission Aviation

Continued from page 1

principle purpose of MAF is to facilitate evangelical missions around the globe. Some 600 different mission and relief organizations are served by nearly 300 MAF families world-wide.

After over 60 years of being based in Southern California, MAF has built and now occupies new facilities on the Nampa Municipal Airport. Seven potential sites around the US were seriously considered and Idaho came in first place. Following two years of preparations, the entire international headquarters office and hangar complex has made the move and is now in full swing supporting global operations.

One aspect of that support is the Training Department. Commercially rated pilots with a minimum of 400 hours and A & P mechanic licenses are evaluated and trained to MAF standards and procedures. Idaho is an ideal location for this training because of the great weather in the Treasure Valley as well as many nearby airstrips emulating conditions overseas.

For the past 25 years, three times a year, MAF has been making trips all the way from Southern California to the Idaho back country. These trips to the Salmon River area have put the finishing touches on our field ready pilots, exposing them to some of the finest problematic strips the "lower 48" has to offer! The back country portion of our in-house training remains intact,



MAF's new hangar and office at the Nampa Airport.

but we are looking to build up an arsenal of intermediate strips near Nampa that can be used to teach the principles needed to flourish on the more difficult strips. We already have permissions from at least seven local airstrip owners. Their generosity in allowing us to occasionally use their strips is very much appreciated. If you have a private strip that you would like to make available to MAF, please contact Brian Shepson, Chief Pilot, Training Dept. at (208) 498-0625.

Moving to the Treasure Valley has been a great privilege for us. We look forward to building a strong relationship with Idaho's aviation community.

Photos courtesy of MAF

The **Rudder Flutter** is published by the Idaho Division of Aeronautics, Office of Safety and Education. Articles appearing in this publication are the opinion of the writer and do not necessarily represent the views of the Staff, the Administrator, or the Department. All reasonable attempts are made to ensure the accuracy of the articles contained herein. The **Rudder Flutter** is published in January, April, July, and October. All submissions are due in this office by the 15th of the month **before** the desired month of publication.



## Idaho Transportation Department

Governor **James E. Risch**

Director **Dwight Bower**

Aeronautics Administrator **Robert Martin**

## Aeronautics Advisory Board

Chairman **Rodger Sorensen**

Members **Robert Hoff, Scott Patrick, Dan Scott, and Mark Sweeney**

## Division of Aeronautics

3483 Rickenbacker St., Boise, ID 83705

Website: <http://www.itd.idaho.gov>, Ph: 208.334.8775

**Rudder Flutter Editor:** Frank Lester

Email: [frank.lester@itd.idaho.gov](mailto:frank.lester@itd.idaho.gov)

**Assistant Editor:** Tammy Schoen

Email: [tammy.schoen@itd.idaho.gov](mailto:tammy.schoen@itd.idaho.gov)

**Graphic Design:** Pauline Davis

Email: [pauline.davis@itd.idaho.gov](mailto:pauline.davis@itd.idaho.gov)

The Idaho Transportation Department (ITD) is committed to compliance with Title VI of the Civil Rights Act of 1964 and all related regulations and directives. ITD assures that no person shall on the grounds of race, color, national origin, gender, age, or disability be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any ITD service, program, or activity. The department also assures that every effort will be made to prevent discrimination through the impacts of its programs, policies, and activities on minority and low-income populations. In addition, the department will take reasonable steps to provide meaningful access to services for persons with Limited English Proficiency.

## Rudder Flutter Now Accepting Advertising

SIZE RATE	Per Issue	1 Year (4 Issues)	Dimensions
<b>Full page</b>	<b>\$250.00</b>	<b>\$900.00</b>	7 1/2" wide X 9 5/8" tall
<b>1/2 page</b>	<b>\$145.00</b>	<b>\$525.00</b>	7 1/2" wide X 4 3/4" tall, or 3 5/8" wide X 9 5/8" tall
<b>1/4 page</b>	<b>\$ 80.00</b>	<b>\$280.00</b>	3 5/8" wide X 4 3/4" tall, or 7 1/2" wide X 2 1/4" tall
<b>1/8 page</b>	<b>\$ 45.00</b>	<b>\$150.00</b>	3 5/8" wide X 2 1/4" tall, or 2 1/4" wide X 3 5/8" tall

Contact Tammy at 208-334-8775, 800-426-4587 (in Idaho only),  
or [tammy.schoen@itd.idaho.gov](mailto:tammy.schoen@itd.idaho.gov).





# Radio Chatter

By: Frank Lester  
Safety/Education Coordinator



Recently, I had the opportunity of working two “searches” that not only had a happy ending, but also provided some excellent food for thought.

All too often, the results of a search are devastating, tragic and seldom an example of positive actions by those involved. These two incidents were not actual searches in the true sense of the word because we had an idea where the aircraft were. We had to first confirm that our assumptions were correct. But they both proved to be a chance to single out these individuals and give them credit for using their heads.

## A decision to land . . .

The first search involved a student pilot who was on his long cross country prior to completion of his Private Pilot Certificate. Those of us who have instructed know that one of the most difficult skills to teach is decision making. Not only is it critical to know when to make a decision but how to make it without second guessing yourself or worrying about the possible administrative repercussions of your actions.

To me, that last phrase encompasses the very essence of why pilots make poor decisions or make the “non-decision” decision and end up in a worse, possibly fatal situation. I remember from my early days in flight school a basic premise that has followed me throughout my flying career: “Analyze the situation; Take the proper action; Land as soon as conditions permit.” In other words, fly the airplane first and sort out the details once you are safely on the ground.

What is this all leading up to? Well the student planned to fly from Brigham

City, Utah, to Twin Falls and finally to Hailey. But once he got into Idaho and the Snake River Valley, he quickly became acquainted with the smoke that plagued us through the Dog Days of August. He also became painfully aware that this was not a good situation for a low-time pilot and that he was LOST! It is probably more politically correct to say “momentarily disoriented” but we all know lost is lost whether it is for an hour or a minute.

What happened next deserves a big pat on the back to the student for making a very good decision under some tough conditions. Put yourself in his shoes and think of how many of us would go into immediate denial and press on to our intended destination regardless of the weather conditions. Then think of how many would swallow their pride (translate that as pilot ego), admit they were lost, in a bad situation and look for a place to put the aircraft down safely. He did and survived to fly again. **GOOD DECISION!** Of course as pilots often do, we will tease him about the fact that he chose the Air Force’s bombing target in the middle of R3202 as his point of intended landing but I have always believed that if I am going to lose my certificate to the FAA, I would rather walk in and hand it to them then have them dig it out of my charred wallet.

## A matter of clarity . . .

The second incident involved a miscommunication between the FAA and the pilot. The pilot had filed a flight plan and was headed to the Flying B on the Middle Fork of the Salmon. Again, smoky conditions prevented the pilot from landing at his intended destination. At that point, he informed Flight Service that he was diverting to either the Root Ranch or Cold Meadows. According to Flight Service, their last communications with the aircraft had it over Root Ranch and the visibility was good. When the pilot failed to close his flight plan, Flight Service notified Aeronautics that they

were launching an **ALNOT**, which is an **ALert NOTice** that is issued at your flight planned ETA + 1 hour (or fuel exhaustion time, whichever occurs first). At this point, Flight Service expands their communications search and Aeronautics prepares for a full-scale air search.

At some point during the search preparation, someone at Flight Service suggested that they (Flight Service) go back and review the tapes of the final transmission received from the pilot. They soon learned that the pilot, in fact, actually said that he was south of the Root Ranch, had the field in sight, was going to land and spend the night. We received confirmation the next morning from the Root Ranch through their contact in Salmon that the aircraft and pilot were safely on the ground and had indeed spent the night.

So...what is the problem? Fortunately, nothing in respect to the pilot’s actions; he did everything he was supposed to do. Flight Service really didn’t do anything wrong by launching an ALNOT; however, had they checked their tapes sooner, we might have avoided all the extra effort that both Flight Service and the Aeronautics’ Search Coordinator expended gearing up for an unnecessary search. But that’s our job and we take it seriously.

So...what’s the problem? The crux of the matter is that although the pilot was very specific about his intentions, he didn’t recite the magic words, **“PLEASE CLOSE MY FLIGHT PLAN”** and Flight Service reacted accordingly. There have been significant changes made to the flight service system: fewer stations; new people who may or may not have previous experience in aircraft or in the system; and a greater reliance on checklists and memoranda for direction in specific situations. Make sure that they know your exact intentions. Close your flight plan. As in the case with this pilot,

**See Radio Chatter**

**Continued on page 5**



# National Paragliding Championships held in Sun Valley

**By: Frank Lester**  
**Safety/Education Coordinator**

Great weather and flying conditions made for the most successful and valid National Paragliding Championships ever held in the US. More than 90 of the finest paragliding pilots met in Sun Valley August 27-September 2 to fly the skies high over the Sawtooth Mountains and compete for the title of US National Champion.

The competition is officially sanctioned by the United States Hang Gliding and Paragliding Association. The basic format of the competition is to fly a cross country course as quickly as possible. The courses varied in length and design depending on daily weather conditions. Pilots utilized altimeters, variometers and GPS systems to navigate the mountainous terrain of central Idaho, reaching altitudes of up

to 18,000 feet. All flights originated from atop Bald Mountain, overlooking the famous Sun Valley resort.

Five tasks were flown totaling 460 kilometers (285 miles), a daily average of 92k (57 miles). On day 2, 12 pilots completed a record-setting 125k (77.5 miles) task from the Bald Mountain launch site to landings near Ellis, 15 miles north of Challis.

**See Paragliding**  
**Continued on page 6**



Photo courtesy of Fly Sun Valley / Tim Meehan.

---

## Radio Chatter

**Continued from page 4**

he had the option of reopening it if he had to divert from the Root Ranch. Good communications are essential in the mountainous regions of Idaho. Often, they are the only means we have of identifying the critical "Last Known Position" of a missing aircraft.

### **Attention Float Plane Pilots...**

Recently, a local float plane pilot received a citation and possible fine for landing on one of Idaho's lakes. His response was that his instructor had said it was okay. Not so. You ask why...because the lake is within the boundaries of a National Wildlife Refuge. We asked the Federal Wildlife Officer who issued the citation to provide us an explanation that we can pass on to other float plane pilots to

avoid a similar situation. His comments are below:

"Idaho is fortunate to have six National Wildlife Refuges: Bear Lake, near Montpelier; Camas, near Hamer; Deer Flat, near Nampa; Grays Lake, near Wayan; Kootenai, near Bonners Ferry and Minidoka, near Rupert. Many of these refuges have large areas of open water. All are special places set aside for wildlife. Most are open to human activities, but all have restrictions which favor wildlife over humans. One of those restrictions regards the use of aircraft. Title 50 Code of Federal Regulations 27.34 states, "The unauthorized operation of aircraft, including sail planes, and hang gliders, at altitudes resulting in harassment of wildlife, or the unauthorized landing or take-off on a

national wildlife refuge, except in an emergency, is prohibited." Fines for violation of this regulation are a maximum of \$5,000 and/or 6 months in jail. The current collateral fine is \$250 plus \$25 court fees."

You can contact Todd A. Fenzl, Deputy Refuge Manager for further information at: Deer Flat National Wildlife Refuge, 13751 Upper Embankment Road, Nampa, Idaho; 208/467-9278 (Office); 208/467-1019 (Fax); 208/989-4031 (Cell).

The bottom line is that you have to receive permission from the owner or controlling agency to land on a body of water. It is your responsibility as part of a thorough flight planning process to secure it.



# Airport Maintenance

**By: Mark Young**  
**Airport Maintenance Manager**



## **Caretakers Spend Their Last Summer**

After spending eleven years with the Division, Gene

and Cody Hargett have finished their last year as Johnson Creek caretakers. Although we're told they will miss the airport and all of the friends they've made, they need to devote more of their time toward their RV Park and Bed & Breakfast in Whitebird.

We wish Gene and Cody all the best the future has to hold and thank them tremendously for all their hard work, dedication and diligence. You will be missed.

## **Volunteer Efforts Pay Off Again**

Each year the Division is the recipient of many hours of volunteer

labor; folks who give unselfishly of their time ensuring our backcountry airstrips are well maintained and safe for our use. During this past season these folks were instrumental in maintaining Big Creek, Magee, Henry's Lake, Warm Springs, Magic Reservoir, Smith's Prairie, Copper Basin, Twin Bridges, Thomas Creek, Pine and Murphy Hot Springs. Their efforts included irrigating and mowing, fence repair, campground and runway maintenance, and rodent control. Unfortunately we are unable to list everyone who participated in these work parties; however, you know who you are and we offer you our deepest gratitude and a special Thank You for your continuing support. Your time and dedication are truly appreciated.

## **Johnson Creek Bridge**

As you may remember, heavy spring rains and high creek levels damaged the abutments and footings to the Johnson Creek bridge. This resulted in limiting the maximum vehicle weight on the bridge to three (3) tons. Transportation Department personnel

are currently working with environmental agencies to gain approval to install grout bags in the washed out areas under the footings and abutments. When we receive final approval and these repairs are completed, the weight limit will be raised to a maximum of eighteen (18) tons.

However, with the current weight limit set at 3 tons, maintenance personnel are unable to gain access to the airport with our shop truck; the garbage dumpster cannot be emptied; and fuel and propane deliveries cannot be made. Our biggest concern is the inability to service the vaults for the public toilets. Should the vaults reach maximum capacity before a pump truck can reach the airport and empty them, use of the camping facilities will be severely restricted. We understand the inconvenience this causes and ask for your patience while we work toward a solution.

## **Paragliding**

### **Continued from page 5**

Even organizer Chuck Smith said the flight was the longest distance ever flown in a paragliding competition task. "We try to choose a task that is challenging," he said.

The group was led by Abelardo Laguna of Mexico and included the current world distance record holder, Will Gadd of Alberta, Canada (263 miles) and Ketchum's own Jamie Messenger and Matt Beechinor.

Hailey pilot Nate Scales currently holds the Idaho distance record of 126 miles.

**Photo courtesy of Fly Sun  
Valley / Tim Meehan**

Top finishers for the event were:

**Overall:** 1<sup>st</sup> Place Matt Dadam, USA; 2<sup>nd</sup> Place Brian Webb, Australia; 3<sup>rd</sup> Place Dave Prentice, USA

**Women's Competition:** Nichole McLearn, Canada

**Serial Class:** Darius Lukosevicius, Lithuania

Congratulations to Matt Dadam on his success and

**See Paragliding  
Continued on page 17**



# Aircraft Icing

By: Ray Glidden, Chief of Flight Operations

The winter months in Idaho and other northern states increase the problems created by icing on the airfoil/airframe and induction systems. In the warmer months, most often only induction icing and some in-cloud icing is present. The colder winter months bring on the addition of frost, snow and ice that must be dealt with both on the ground and airborne.

Frost is a deceiving and dangerous problem that can cause a serious degradation in lift and a significant increase in drag. FAR 91.527(a) (3) allows for takeoff if the frost has been polished smooth. The addition of this layer of frost will increase the drag and decrease the lift produced by the airfoil. How much does this affect the stall angle of attack? I don't know; I am neither a test pilot nor an engineer. However, I recommend that all frost be removed from the aircraft prior to flight.

We all know that snow and ice must be removed prior to flight. This can be accomplished by moving the aircraft to a warm hangar, brushing or scraping the airframe clean or applying deice fluids, usually a mixture of glycol and water. If your aircraft has been deiced and it is snowing or other contaminants still exist, the pilot needs to know how long the deice fluid will be effective before it needs to be reapplied. This will vary with the type of fluid used, but is rarely longer than 20 to 30 minutes.

Freezing rain should be avoided at all times. It adheres to all surfaces and greatly increases both drag and weight, and decreases lift. Deice boots will not work effectively in freezing rain as it tends to build up behind the protected surfaces (ice boots) and on the propeller.

In a non-anti-ice/deice equipped aircraft the only safe option is to remain clear of all ice. If ice is encountered, the best option is to leave the conditions causing the ice as soon as possible. The limited performance of light aircraft usually does not allow a wide range of options. Climbing may not be possible as your aircraft may be too heavy, so turning around and/or descending may be the only options. Descending in mountainous terrain is a good choice only if VFR can be reached.

Induction icing can be encountered every month of the year. When encountered, pull the carburetor heat on and leave it on until you depart the icing conditions. Remember that the application of carburetor heat reduces the density of the air, increasing fuel/air ratio. Therefore, you must lean the mixture to obtain best engine performance when the carburetor heat is on.

The important things to remember about ice are that small buildups can decrease lift by up to 30%, increase stall speeds up to 15%, and increase drag on the order of 200-500%, depending on the type and shape of the ice. Any ice buildup on the

airframe or airfoil that cannot be removed essentially makes you a test pilot.

Remember that when icing conditions exist, if possible, put the aircraft in the hangar to prevent the accumulation of ice on the aircraft. Remove all snow, ice, and frost prior to flight. Expect structural ice whenever there is visible moisture and freezing temperatures. Never attempt to fly in freezing rain. Always leave yourself an out, some way to escape to safety. If you must land with ice on the airframe, use a higher than normal approach speed and be prepared for a longer landing rollout.

## LAWLER AERONAUTICS

### Aircraft Covering Supplies

#### Your Exclusive Poly Fiber Distributor

Toll free tech support

Large inventory and competitive prices

Same day or next day shipping on all orders

All paint colors in stock

**DOPE IS OUR BUSINESS**



**Jeanine and Tom Lawler Toll Free 800-608-5235**

Local 208-776-9745

FAX 208-776-9746





# ***The Numb Hand – Carpal Tunnel Syndrome***

**By: Paul Collins, MD, AME and Mike Weiss, MD, AME, CFII**

Pilots are, despite the increasingly electronic cockpits we fly in, still very much “hands on” people. We are always using our hands and fingers to switch knobs and levers in ways that actually take a fair amount of sensitivity. In order to pass a flight physical, it is required that you pass a vision exam, but no questions are asked regarding numbness or pain in the hands. In the next several medical topic articles, we will review the common causes of hand and leg nerve problems that can affect pilots and also provide some insight about what can be done.

This article will touch on a very common and often misunderstood cause of hand numbness called carpal tunnel syndrome. It is common because of the way we now use our hands and it is misunderstood because so many conditions have been lumped under this diagnostic “tent.” There are several nerves that come down across the wrist to supply sensation to the hand, and probably the one that gets the most attention is called the median nerve. Look at this picture from the American Academy of Orthopaedic Surgeons at just where the median nerve lies. It is the yellow structure in the middle of the wrist.

If you carefully follow the branches of the median nerve in this picture, you can see that they go to the thumb, the index finger, the middle finger and the “thumb side” of the ring finger. These relationships are important in how carpal tunnel syndrome presents itself.

If you overuse your hand and wrist, you experience swelling in the tissue around the tendons that also go through the wrist to the fingers. These tendons go right along with the wrist under a very tough ligament called the transverse carpal ligament. In the picture, it is

referred to as the roof of the carpal tunnel. This ligament is a very strong and inflexible band that keeps the tendons from “bowstringing” out when you bend your wrist down. The problem is, with overuse and stress the tissue around the tendons will swell but this strong ligament will not expand, resulting in excessive pressure on the



**Carpal tunnel release surgery decreases pressure on the nerve to relieve pain and numbness.**

tendons and the median nerve. The tendons can withstand that pressure since it is what they are designed to do, however, the nerve will not. Chronic pressure on a nerve will limit its ability to transmit nerve signals, and that will lead to both numbness and loss of muscle function.

What causes this pressure? Several things can lead to this. Probably one of the more common causes is the use of power tools and exposure to vibration. Studies have shown that the amount of pressure you have to supply to hold a vibrating tool (like a drill) is five times what it takes to hold a static one (like

a hammer). The result is more stress on the tendons and soft tissue in the wrist, which can lead to swelling. This swelling then causes pressure on the median nerve and the nerve then complains by allowing the hand to go numb. Remember where the branches of the median nerve go and you can predict which fingers will go numb. Following the picture, you can see that the palmar side of the thumb, index, long and the thumb-side of the ring finger are most likely to become numb with carpal tunnel syndrome. Other conditions, which cause swelling and poor tissue healing, can add to nerve compression at the wrist and carpal tunnel syndrome. These include diabetes, smoking and arthritis in the wrist. In many of the planes we fly, we are called upon to deal with a certain amount of vibration and prolonged gripping, all of which can overload the wrist and cause some swelling.

In most cases when you get numbness in the hand caused by carpal tunnel syndrome, the loss of sensation is at first intermittent. For reasons we do not completely understand, it often occurs at night and most people complain of being awakened by numbness in the hand. If it is not relieved, you will eventually develop constant numbness in one or more of the fingers on the palm side. In the worst cases, even the muscles in the hand that are supplied by this median nerve will become weak and fine finger manipulation becomes troublesome. You do not want it to get to this point.

The treatment is to first remove the stress and especially the vibration that

## ***See Carpal Tunnel***

**Continued on page 9**



# ISU aeronautics program gets boost

By: Casey Santee,  
Idaho State Journal

POCATELLO - Gazing at the F27 Fairchild parked outside a hanger at the Pocatello Regional Airport, Idaho State University officials were all smiles Tuesday afternoon.

But the plane's longtime captain had mixed feelings as he stepped down onto the flightline.

"I'm sorry it's going away," said Capt. Ron Myers, who piloted the plane for Sunbelt Communications Company. "This was the last flight of the last Fairchild (F27) operating in North America. I'd like to keep flying it."

Sunbelt owner James E. Rogers donated the \$1.5 million luxury executive turbo-prop to ISU's College of Technology. Students in the aircraft maintenance program will inspect, repair and maintain the 1950s era plane, which, if things go as planned, will never fly again.



**Idaho State University President Arthur Valias talks about the Fairchild F27 aircraft Jim Rogers donated to the Aircraft Maintenance Technology Program at ISU Tuesday (9/26) afternoon at the Pocatello Regional Airport. Journal photo by Doug Lindley.**

John Bakken, coordinator of the program, said the F27 will be a great training tool for his students.

"Everything else we have is significantly smaller," Bakken said,

pointing to 8 other aircraft parked nearby. "It's a step up to the airline level."

"We kind of live and die by government funds. To have someone give us such a piece of equipment is a great opportunity."

In addition to the plane itself, Rogers is gifting the program several engines - built by Rolls Royce - and other equipment. The parts will arrive Wednesday aboard two 18-wheel semi-trucks.

ISU President Arthur C. Vailas said the F27 is a boon to program that is already top-notch.

"We've always had an outstanding aeronautics program," Vailas said. "Our college of technology does a great job. This (gift) enriches it. We're grateful to Jim Rogers."

The plane's first officer, Andy Burr, said when the Fairchild was designed in the 1950s, it replaced the DC3. He said in all, about 1,200 were built.

"It handles beautifully," Burr said. "It ushered in the jet age."

Reprinted with permission from  
the Idaho State Journal.

## Carpal Tunnel

Continued from page 8

is causing the problem. Taking rest periods and varying the tasks you do can also be helpful. Using anti-inflammatory medications can be helpful and, along with resting your wrists, can be the best combination to correct the issue. However, use of medications should not be frequent enough to allow you to over-use your wrists. Wrist splints, especially at night, can help control stress and symptoms in many cases. Yes, they might slow you down, but that slowing down is actually part of treatment. If you smoke, quit. Smoking destroys your body's ability to heal quickly and allows increased tissue breakdown. If you have diabetes, keeping it under good control is important. In the cockpit, relaxing your "death grip" on the stick or yoke

will help also. Every few minutes cycle your hands off the yoke and give them a rest. Some people are helped by wearing flying gloves.

If the numbness gets continually worse, it will not go away with a splint or rest. To help make a diagnosis, it is often necessary to conduct a test called a nerve conduction study to see how well the nerves transmit signals or an ultrasound to show how compressed the nerve is. Injections and steroid medications, along with a complete cessation of wrist-stressing activities will usually allow carpal tunnel syndrome to resolve without surgery. Surgery should be considered ONLY if these treatments do not work.

So, if you are starting to have numb fingers after putting that cowl back on, consider carpal tunnel syndrome and give your wrists a breather before they get you "grounded."



# Chet Moulton: An Idaho Aviation Icon

By: Frank Lester, Safety/Education Coordinator

As the **Rudder Flutter** approaches its 60<sup>th</sup> birthday, what better way to celebrate than to meet the individual who wrote that first issue. I must admit that I knew little about Chet Moulton except that he is a legend in Idaho aviation lore. Yes, I am an Idaho transplant and everything I heard was many times removed and somewhat suspect in historical accuracy. So, in preparation for this article, I went to the Idaho Historical Society and did a little research on this aviation leader.



It was truly eye opening to learn what this man accomplished in his 25 years as department head and aviation overseer. His ingenuity, creativity, tenacity and dedication produced in quantity and quality what no one in this position has equaled before or since. Some of his efforts, which were then quite visionary, have faded with the passage of time and changes in technology. However, there are many that still remain today.

Just a few of those accomplishments include: "Airport-in-a-Day"; organizing the first state-operated and financed search and rescue unit in the nation; an "Air Age Education" program; state air map; state airport facilities directory; aviation films; air breakfasts and aerial tours; recreational facilities at airports around the state; safe pilot project; **Rudder Flutter**; courtesy car program; establishment of a system of "state

airways" and emergency airfields.

Chet Moulton was a one-man dynamo who lived and breathed aviation seven days a week. In 1946, when he came on board as Director, the Department had a total of \$18,104 for the next year to pay the salaries of three people, travel, normal operating expenses and, if anything remained, to do something to further the Gem State's

aviation. His belief that the community airport was the key to growth, his ability to stretch the few hundred dollars they saved each month "...by careful spending and scrounging..." and through a system of community volunteers, he conceived the idea of the "Airport-in-a-Day." Many airports across the state like Carey, Bancroft, Downey, Homedale, Oakley, and Rockford were built under this concept and established these local communities on the "...air facility networks."

In 1929, when the department was established, there were six landing fields in the state. By World War II, that number had increased to 80 and by the time Chet retired there were 196. During his watch, funding improved and the department spent nearly \$800,000 of its funds on 107 airports. It would be interesting to see what those figures look like in 2006 dollars. The effort would be enormous.

I watched "Airports America," one of the quality films produced by the Department in 1954 with the help of the National Association of State Aviation Officials (NASAO). In it there is the comment that "Air is the greatest freeway man will ever know. It doesn't have to be built or maintained." True then; still true today.



The late Scott Crossfield received Idaho "Pilot of the Year" award from State Aeronautics Director, Chet Moulton.

No one knew better than Chet the importance of an airport to the growth and vitality of a community. "Every earnest and progressive community will some day get its airport with the help of state planning and financial aid. **It is the duty of Idaho to help them.** Each day delayed means a delay in growth; a chance for new industry lost forever," he wrote in the May, 1965, issue of the **Rudder Flutter**. He also realized the need for federal aid in this effort. In 1962, Twin Falls became the first Idaho airport built with federal assistance.

At a time when GPS was nothing more than three capital letters strung together and navigational aids were in very short supply, one of Chet's first aims and goals was to establish a system of "...state airways which are defined as those normal routes of travel most convenient to pilots in traversing the natural geographical areas of the Gem State." One of these "bridge routes" is the Salmon River drainage connecting north and south Idaho (Grangeville, Riggins, and New Meadows). The Department established and maintained three airstrips at Slate Creek, Riggins and New Meadows. Eight more strips

**See Chet Moulton**

**Continued on page 11**

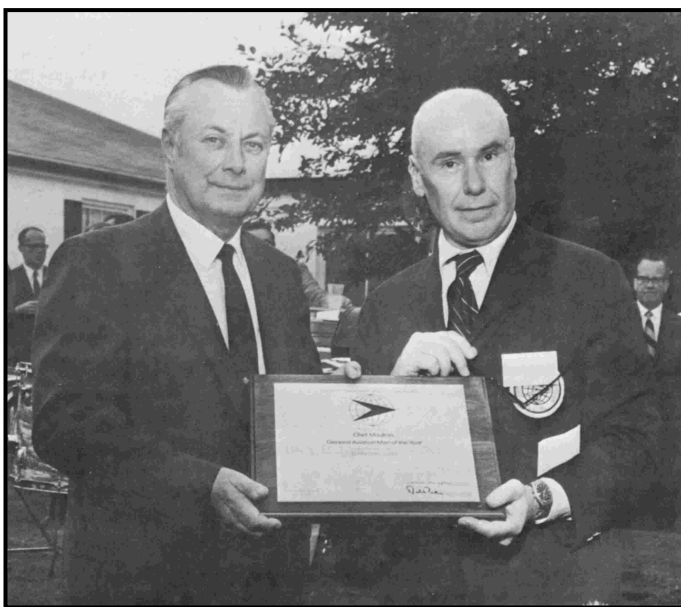


# Chet Moulton

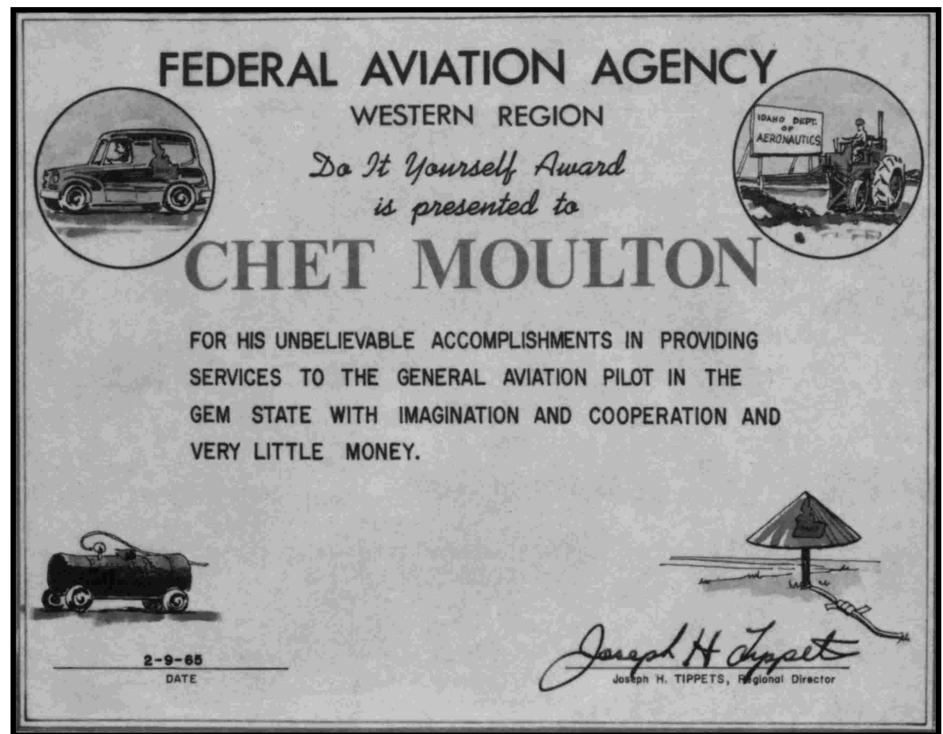
Continued from page 10

were located in the 7,000 square mile lava beds surrounded by Idaho Falls, Arco, Carey and Pocatello. These strips were Hollow Top, Laidlaw Corrals, Bear Trap, Cox's Well, Big Southern Butte, Quaking Aspen, Midway and Little Butte. These "Emergency Fields" were conceived as safe havens for pilots to wait out marginal weather conditions in lieu of continuing on through treacherous mountain landscape. Other airstrips were established not only for emergency refuge but also because of their recreational qualities. One example is the heavily traveled route between southwest Idaho and the Chamberlain-Selway hunting and fishing areas. This led to the construction of the very popular airports at Johnson Creek and Big Creek. Mrs. L. A. Hansen of Corcoran California wrote in a 1962 letter to Chet that "We are indeed very grateful for the landing strip out in the desert south of the Buttes. Mr. Hansen and I, with our son and wife, flew to Great Falls on a business trip. We were returning home when the camshaft went out. We wish to thank you, along with the Lord, for making it possible for us to have a safe landing out there in the desert."

Hand and glove with airport development were programs to educate



**FLYING Magazine Named Idaho Aeronautics Director  
"General Aviation Man Of The Year"**



**Western State Aeronautics Directors with the Regional office of the Federal Aviation Agency in Los Angeles, Ass't Administrator Joseph H. Tippetts presented this very original certificate to Idaho.**

the public on the importance of aviation. High quality informational films produced in conjunction with NASAO were viewed by more than 18 million people. The Idaho Air Breakfast gave each community the opportunity to further acquaint themselves with their local airport and demonstrate that great "Idaho hospitality." With Air Age Education, he focused on the future aviators, legislators and civic leaders through the classroom. Besides providing teachers the tools to improve attention, interest and performance, he believed that aviation allowed the students to learn the concepts of aviation in the world of tomorrow, better preparing them as citizens involved in civic affairs.

Beyond these visions, though, there was no single activity that aroused

his passion more than the search and rescue of a downed aircraft and crew. In February 1946, two nearly simultaneous weather-related crashes occurred in the Boise area. Being post-World War II America, The Civil Air Patrol had disbanded and the Air Force highly demobilized, "It was only through the grouping together of a few Boise pilots and aircraft operators, out of their mutual concern for the welfare of these two aircraft..." that the aircraft were located and one of the passengers saved. Under pressure from pilots and operators throughout the state for someone to organize or sponsor a group tasked with this responsibility, "...Idaho's Department of Aeronautics took the lead and organized the first state-operated and financed "Search and Rescue Unit" in the nation..." By 1962, the unit had been activated 75 times without loss or injury to a pilot or observer. No one found alive in the search died as a result of the length of time it took to find them, nor was there any evidence of someone surviving the crash only to die before help arrived.

**See Chet Moulton**

**Continued on page 17**





# Calendar of Events

Email your event information to [tammy.schoen@itd.idaho.gov](mailto:tammy.schoen@itd.idaho.gov) for inclusion in the **Rudder Flutter** and the Aeronautics website.

**Ongoing - Kilroy Coffee Klatch**, Join other WWII generational people for a morning of conversation and friendship. All veterans are welcome. Starts at 10:00 AM, Nampa, Warhawk Air Museum, [www.warhawkairmuseum.org](http://www.warhawkairmuseum.org), Kellie Dean, 465-6446

## NOVEMBER

12 **Warhawk Air Museum Veteran's Day Breakfast**, Nampa, Warhawk Air Museum, [www.warhawkairmuseum.org](http://www.warhawkairmuseum.org), 465-6446

## DECEMBER

2 **LEGO Workshops**, Ages 7 to 9, 10 am – 1 pm, \$7.00 per student, Advanced registration required. Nampa, Warhawk Air Museum, [www.warhawkairmuseum.org](http://www.warhawkairmuseum.org), Kellie Dean, 465-6446

7 **Pearl Harbor Day** – Complementary cookies and coffee will be served, Nampa, Warhawk Air Museum, [www.warhawkairmuseum.org](http://www.warhawkairmuseum.org), 465-6446

## FEBRUARY

16-17 **Flight Instructor Refresher Course (FIRC)**, Boise, Division of Aeronautics, [tammy.schoen@itd.idaho.gov](mailto:tammy.schoen@itd.idaho.gov), Tammy, 208-334-8775

## APRIL

20-21 **Idaho Aviation Festival** (Tentative), Boise, Division of Aeronautics, 208-334-8775

27-28 **Flight Instructor Refresher Course (FIRC)**, Nampa, Division of Aeronautics, [tammy.schoen@itd.idaho.gov](mailto:tammy.schoen@itd.idaho.gov), Tammy, 208-334-8775

## JUNE

7-9 **River of No Return Mountain Flying Clinic**, Challis, Middle Fork Aviation, 208-879-5728

18-19 **Teacher Aviation Workshop**, Boise, Frank Lester, Division of Aeronautics, 208-334-8775

21-22 **Teacher Aviation Workshop**, Idaho Falls, Frank Lester, Division of Aeronautics, 208-334-8775

25-28 **ACE Academy**, Boise, Division of Aeronautics, [tammy.schoen@itd.idaho.gov](mailto:tammy.schoen@itd.idaho.gov), Tammy, 208-334-8775

26-29 **McCall Mountain Canyon Flying Seminars**, McCall, [www.mountaincanyonflying.com](http://www.mountaincanyonflying.com)

## I am a Veteran

By Andrea C. Brett

You may not know me the first time we meet  
I'm just another you see on the street  
But **I** am the reason you walk and breathe free  
**I** am the reason for your liberty

I am a Veteran

I work in the local factory all day  
I own the restaurant just down the way  
I sell insurance, I start your IV  
I've got the best-looking grandkids you'll ever see

I'm your grocer, your banker  
Your child's schoolteacher  
I'm your plumber, your barber  
Your family's preacher  
But there's a part of me you don't know very well  
Just listen a moment, I've a story to tell

I am a Veteran

I joined the service while still in my teens  
I traded my prom dress for camouflage greens  
I'm the first in my family to do something like this  
I followed my father, like he followed his

Defying my fears and hiding no doubt  
I married my sweetheart before I shipped out  
I missed Christmas, then Easter, the birth of my son  
But I knew I was doing what had to be done

I served on the battlefield, I served on the base  
I bounded up wounded, and begged for God's grace  
I gave orders to fire, I followed commands  
I marched into conflict in far distant lands

In the jungle, the desert, on mountains and shores  
In bunkers, in tents, on dark earthen floors  
While I fought on the ground, in the air, on the sea  
My family and friends were home praying for me

For the land of the free and the home of the brave  
I faced my demons in foxholes and caves  
Then one day, without drummer or fife  
I lost my arm, my buddy lost his life

I came home and moved on, but forever was changed  
The perils of war in my memory remained  
I don't really say much, I don't feel like I can  
But I left home a child, and came home a man

There are thousands like me, thousands more who are gone  
but their legacy lives as time marches on  
White crosses in rows, and names carved in queue  
Remind us of what these brave souls had to do

I'm part of a fellowship, a strong mighty band  
Of each man and woman who served this great land  
And who Old Glory waves, I stand proud, I stand tall  
I help keep her flying over you, over all

## I am a Veteran

© Andrea C. Brett, 2003

Printed with Permission **DESA**News







65 Mustang and A-10



C-130



Paul Jorgensen, IAA McCall Chapter President, sits at a picnic table the Chapter donated to the Warm Springs Airport.



100% WOW!!!



FAA's John Goostrey presents Jim Larkin the Wright Brothers Master Pilot Award.



Super Cub on Floats



# Introducing the Federal Aviation Administration Safety Team

By: Cliff Smart, FPM, Boise Flight Standards District Office

The FAA Safety Team (FAASTeam) has been created by the Flight Standards Service as part of its continuing efforts to reduce aircraft accidents. The FAASTeam is devoted to reducing aircraft accidents by promoting a cultural change in the aviation community toward a higher level of safety. The Team was launched on **October 1, 2006** coinciding with the sunset of the FAA's Aviation Safety Program (ASP). The ASP's shotgun approach of educating airmen on all types of safety subjects has been successful at reducing accidents in the past. However, the easy to fix accident causes have all been addressed. In other words, the "low hanging fruit" have been harvested. Idaho will have three FAASTeam Program Managers (FPMs) covering the state. In the south and central will be Clifford Smart located in the Boise, Flight Standards District Office (FSDO). In the north will be Brent Morrow located in the Spokane FSDO, and the eastern portion of the state will be Rick Stednitz located in the Salt Lake City FSDO. Chuck Sicotte is the Regional FAASTeam Manager located in Seattle.

To further reduce accidents, the FAASTeam will use a coordinated effort to focus resources on particularly elusive accident causes. This will be accomplished by data mining/analysis, teamwork, instruction in the use of safety management systems/risk management tools and development/distribution of educational materials.

There's plenty of data available on aircraft accidents. But, it's often difficult to determine from the data exactly what should be done to reduce accidents. The FAASTeam is developing a web-based Data Mart specifically designed to bring each FPM the correct data for his/her geographic area. This will

include accident data for airmen that live in the area but actually had an accident in another area. This is an important new concept. In the past, accident data was summarized by where the accidents occurred. Programs to address those accident causes were developed and delivered in that area. But, the airmen that had the problem, and others like him/her, are not there to receive it. The FAASTeam will reach these airmen in their home areas. We're not likely to catch them hanging around the accident site.

FPMs will be trained to analyze the data and extract systemic and human factors problems to be addressed. The problems identified will be combined with information from the local FAA Inspectors that certify and perform surveillance on airmen and air operators. Together this data and information becomes the FPMs source data. The source data will be used to develop topics and tasks that the FPMs will weave into a business plan of actions each year. Regional FAASTeam Managers (RFM) will coordinate and prioritize the actions of their FPMs into a cohesive and efficient regional plan. All of this effort is designed to insure that resources are devoted to activities that will have the biggest effect on the safety culture and accident rate.

Teamwork will allow us to multiply our efforts beyond what the FPMs can do alone. The FAASTeam will develop symbiotic relationships with individuals and industry groups that have a vested interest in aviation safety. The individuals, who will be called FAASTeam Representatives, will work closely with the FPMs to "touch" airmen with our safety message on a local level. The FAASTeam will "team" with the aviation industry to bring aviation safety to airmen on a broader scale. The coordinated effort of all these FAASTeam

Members is what will cause the safety culture to "tip" in the right direction.

The FAASTeam will bring System Safety to many segments of the aviation community that have never before had the opportunity to experience it. Aviation operators, such as flight/mechanic schools and repair stations, identified to have higher risk levels will be provided with training on how to develop their own Safety Management Systems including the tools necessary to set up their own system. Individual airmen will be provided risk management training and tools via live seminars conducted by FAASTeam Members and the web application at [FAASafety.gov](http://FAASafety.gov).

New products for airmen and aviation groups are being developed. Although they cover many aviation topics, they focus on showing airmen how they can change their behavior to be consistent with the new safety culture. Many products will be developed by working with our Industry FAASTeam Members and others will come from our National Resource Center (NRC). The NRC is collocated with the FAA Production Studios in Lakeland, Florida. This facility has the ability to take new product ideas from any of our FAASTeam Members and turn them into safety products in a variety of media. Then, they are duplicated, stored, and shipped (or beamed via satellite) wherever they are needed.

The Flight Standards Service has always been a world leader in aviation safety. Launching the FAASTeam is one more strategic step in supporting the FAA Administrator's goal of having the safest aviation system in the world. Go to [FAASafety.gov](http://FAASafety.gov) for more information about the FAASTeam and sign-up to receive important aviation safety information via e-mail. It's the first step to becoming part of the FAASTeam.





# Cirrus For Rent

## Our Cirrus features:

### Luxury

- XM Audio Entertainment
- Leather-wrapped side yoke
- Leather seats
- Dual Garmin 430 GPS

### Safety

- Airframe Parachute System
- Airbag seatbelts/4 point seatbelts
- Terrain Avoidance
- Traffic Awareness (Skywatch)



### Weather Products

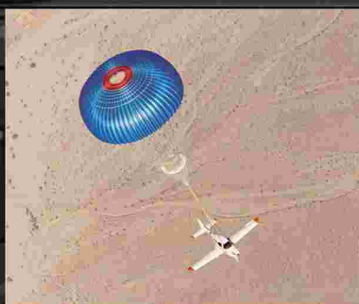
- NEXRAD RADAR
- METARs/TAFs/Winds Aloft
- TFRs
- Airmets/Sigmets/Convective Sigmets
- Lightening strikes and cell movement

### Convenience

- CMAX Electronic Approach Plates
- STEC 55X Autopilot - fly coupled ILS approaches
- 156 kts cruise speed
- 882 nm range



Photos Courtesy of Cirrus Design 2006

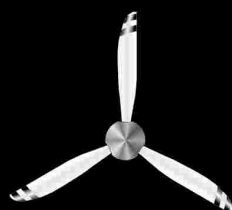


### We specialize in:

- State-of-the-art flight simulation
- TAA aircraft instruction
- Accelerated training courses
- Garmin 430 training
- Cirrus and other quality aircraft training & rental
- 4 day Multi-engine rating: \$2950
- 7 day Instrument rating: \$3495
- Garmin 430 equipped flight simulator
- Airline simulator interview prep
- Highly experienced professional instructors

See our website for more information and special offers

[www.glasscockpitaviation.com](http://www.glasscockpitaviation.com)



Glass  
Cockpit  
Aviation

3653 Rickenbacker St., Suite 202  
Boise, Idaho 83705  
(208) 869-6459  
Toll Free: (877) 728-8065  
Fax: (208) 445-1041  
[info@glasscockpitaviation.com](mailto:info@glasscockpitaviation.com)





# warhawk air museum

201 Municipal Dr., Nampa, ID 83687

208-465-6446 • FAX 208-465-6232

www.warhawkairmuseum.org

Tax Id. #94-30092941 • 501©3 Non-profit Organization

## JOIN OUR MEMBERSHIP!

*Help support the Warhawk Air Museum by becoming a member, today!*

*A museum membership is the gift that lasts all year. Why not buy one for family and friends?*

**All members of the Warhawk Air Museum enjoy the following benefits:** FREE admission to the museum for one year, 10% discount in the museum gift shop, 50% discount to **designated** Special Events, Subscription to quarterly newsletter.

## BENEFITS OF MEMBERSHIP

	\$35 Individual Membership	\$60 Family** Membership	\$125 Corporate Member (4 cards)	\$250 Level 1 Sponsorship	\$500 Level 2 Sponsorship	\$1,000 Level 2 Sponsorship	\$5,000 Level 2 Sponsorship	\$10,000 Level 2 Sponsorship
Annual Membership Card	X	X	X	X	X	X	X	X
Free Admission (excluding special events)	1 year	1 yr. - family	1 year	2 year	3 year	Lifetime	Lifetime	Lifetime
Discount to Special Events*	50%	50%	50%	Free - 2 yr.	Free - 3 yr.	Free - Lifetime	Free - Lifetime	Free - Lifetime
Subscription to Newsletter	X	X	X	X	X	X	X	X
10% Discount in Gift Shop	X	X	X	X	X	X	X	X
Warhawk Air Museum Hat				X	X	X	X	X
Warhawk Air Museum T-Shirt					X	Golf Shirt	Golf Shirt	2 Golf Shirts
Name on Hanger Floor Wall								
Name on "Star" Donor Wall						X	X	X
Guest Pass (must accompany sponsor)						1	2	3
Invitation to Signature Events							2	4
One Ride In WWII Airplane								X

\*Only Designated Special Events

\*\*Family = Husband, Wife, Children under 18

## Application for Membership

\_\_\_ Individual Member = \$35 per person

\_\_\_ Family Membership = \$60

\_\_\_ Corporate Membership = \$125 (Includes 4 membership cards)

\_\_\_ Level I = \$250

\_\_\_ Level II = \$500

\_\_\_ Level III = \$1,000

\_\_\_ Level IV = \$5,000

\_\_\_ Level V = \$10,000

♦Please call to inquire about benefits for higher levels ♦

Name \_\_\_\_\_ Date \_\_\_\_\_

Address \_\_\_\_\_ City/State \_\_\_\_\_ Zip \_\_\_\_\_

Phone \_\_\_\_\_ Email \_\_\_\_\_

Please list all family or corporate names \_\_\_\_\_

Check Enclosed for \$ \_\_\_\_\_ Visa/Mastercard # \_\_\_\_\_ Exp. Date \_\_\_\_/\_\_\_\_/\_\_\_\_

Signature \_\_\_\_\_

Mail To: Warhawk Air Museum, 201 Municipal Dr., Nampa ID 83687





## Chet Moulton

Continued from page 11

Chet Moulton's vision and foresight has indeed left an indelible mark on Idaho aviation. The words written here are a pale attempt to reduce 25 years of sweat and tireless effort into a few short paragraphs adequately describing the man, his passion and his legacy. Chet Moulton made his mark not only in Idaho but also throughout the nation. He was selected by the Idaho State Employees Association as the Outstanding State Employee for 1967; the editors of **Flying Magazine** selected him as the "General Aviation Man of the Year" in 1970. After his retirement in September, 1971, he received the NASAO "Distinguished Service Award" for his "...25 years as director, initiating many aviation developments in the state including opening many airports in

Idaho's primitive area, leading to an increase in tourism and the building of recreational facilities in the area."

Let these awards and acknowledgements attest to the depth and breadth of his reputation. But even this falls short when compared to the overwhelming appreciation and honor bestowed on someone by his peers and those he had worked so hard to represent. In June, 1971, pilots from Washington, Oregon, Montana, Utah and Nevada joined their Idaho brethren to celebrate "Chet Moulton Appreciation Days" with the man "...who has dedicated a good portion of his life to the development of aviation, not only in Idaho, but throughout the nation." We should be so lucky.



One of the highlights in Director Moulton's career was the presentation of "Outstanding State Employee for 1967" award by Idaho State Employees Association. Moulton (left) and Mary Gunderson (right) received awards from James Defenbach, director of budget.

## Paragliding

Continued from page 6



Photo courtesy of  
Fly Sun Valley / Tim Meehan

to all the participants for making this a safe and successful event.

Special thanks go to all the local sponsors who helped put this event on especially Bigwood Bread for their generous support as title sponsor of this year's National Championships. Foerstel Design of Boise, the Sun Valley Company and the US Forest Service all helped make this event possible.

A tip of the ole' **Rudder Flutter** hat goes to Chuck Smith and his crew for organizing an outstanding program.

## Idaho Airport/Facility Directory

The most up-to-date information on all Idaho airports is available on our website, [www.itd.idaho.gov/aero](http://www.itd.idaho.gov/aero).

Click on Airport Facility Directory to access the map-based system.

Please contact Tammy Schoen at 208-334-8776 or [tammy.schoen@itd.idaho.gov](mailto:tammy.schoen@itd.idaho.gov) with updates/suggestions regarding this online directory.



# Midvale Airport Celebrates 60<sup>th</sup> Anniversary

By: Karen J. Ellison

This year marks the 60<sup>th</sup> Anniversary of a little-known airstrip at Midvale, Idaho, located north of Weiser and south of Council. Although city-owned, the airstrip really is a community project decades in the making. This last June, the community held a small fly-in, breakfast and Young Eagles event. The local LIONs club

served 125 breakfasts and over 80 people were given rides that day – pretty good for a town with a population of only 116.

The airport was founded back in 1946 because of the efforts of some local farmers who were tired of operating in

their hayfields. Cliff Bonner went to his friends and neighbors and collected enough money to buy the land where the airport now sits. They agreed to then donate it to the City so there would be no tax liability. The local farmers also



**Midvale Lions served over 125 breakfasts.**

started a flying club and bought a Taylorcraft L2M. Several planes and many years later, there are still a good many pilots in the Midvale area – enough to keep ten members in club ownership of a Cherokee 180.

In the 1960s and 1970s Lee Williams was an avid flier in Midvale. He built the hangar that still exists today. Upon his untimely death, the community decided to rename the airport in his honor.

Over the years, locals donated labor, equipment and materials to lay down sand, roll out the bumps and keep the runway mowed. Just last year donations were again gathered to provide the matching contribution to qualify for a federal grant to pave the runway. In its new state, the Midvale Airport is about 60 feet wide and 2,875 feet long. A six-



**Midvale Airport**



**Silverhawk Aviation gave over twenty helicopter rides. The passenger here is Dwight Towell.**

During the 1950s, the Midvale Airport was a popular place. The Civil Air Patrol met there regularly and offered training in search and rescue, navigation, and of course aviation – principles of flight classes to prepare aspiring pilots to learn to fly. The meetings and classes were held in a building that used to exist at the airport. The High School track team used the ground to run track events. There is some indication that they also had built a baseball diamond out at the airport, and at least used it for city games, and perhaps also for High School competition.



**The Suttons ride with David Craig.**

inch base supports the two-inch asphalt surface. It runs east and west (250 degrees and 70 degrees) and is located at an elevation of 2,618 feet. No services are available, except for a local-calls-only telephone attached to the western exterior wall of the hangar. For sixty years this little airport has kept Midvale pilots in the air and inspired many a young man and woman to learn to fly.

**Photos courtesy of Karen Ellison**



**Kevin Hoirup of EAA Young Eagles provides kids with their preflight training.**





# *Sandpoint Hosts First Annual Open House and Fly-In*

**By: Phil Role, FOSA**

On July 1, 2006, the Friends of Sandpoint Airport (FOSA), in conjunction with Lifeskills Northwest, hosted an Airport Open House/Breakfast Fly-in. The attendance and enthusiasm exceeded our highest expectations. Certainly the perfect weather helped.

Over 800 people attended. FOSA and Shriner volunteers served approximately 500 breakfasts (Snoqualmie Falls pancakes, sausage, ham and eggs for only \$5!). More than 90 aircraft participated.

Among the aircraft on display were a Republic Seabee, flown in by aviation legend Dr. Forrest Bird; a rare Boeing Spartan in mint condition; two beautifully restored Fairchild 24s; a Cobra helicopter; a Grumman Mallard; and a Citation Jet. A squadron of three Stearman made a dramatic formation arrival. Also on display was the new Quest Kodiak, the single-engine turboprop with remarkable short field



**Sandpoint Airport**

and back country capability, designed and built (STC pending) right here in Sandpoint.

The purpose of the Friends of Sandpoint Airport is to foster a greater appreciation of the multiple benefits provided to the community by our airport. After our fly-in, one of the County Airport Commissioners stated "...it did more to promote the Airport than anything in the last ten years!"

We are planning a "Second Annual Airport Open House/Breakfast Fly-in" for Saturday, July 14, 2007. Mark your calendars and plan to attend!

**Photos courtesy of Phil Role**



**Boeing Spartan with Dr. Bird and Owner Wayne Duncan**



**Idaho Division of Aeronautics  
3483 Rickenbacker / PO Box 7129  
Boise, ID 83707-1129**



**PRSRT STD  
US POSTAGE  
PAID  
BOISE, IDAHO  
PERMIT NO. 143**

**ADDRESS SERVICE REQUESTED**

**— HELP! —**

**Please Don't Toss Those Outdated Charts!**

*The Safety/Education Office is collecting outdated sectionals for educators to use in their aviation classes. We are particularly interested in the Salt Lake and Great Falls sectionals.*

**Please forward them to:**

Idaho Division of Aeronautics  
Attn: Frank Lester  
3483 Rickenbacker St.  
Boise, ID 83705

